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No anonymous signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, NOVEMBER 16TH, 1911.

A WEEK or two ago, when commenting on the programme of new works set out in the Budget statement, we suggested the desirability of some investigation being again made as to the need for dredging the western part of the harbour, where most of the largest vessels entering the port are compelled to moor. The Hon. Mr. HEWERT, as the representative of the Chamber of Commerce on the Council, mentioned in his speech on the Budget at the last meeting of the Legislative Council, that he had discussed this matter with Admiral Sir CYRIL BRIDGE when he was commander-in-chief here some few years ago, and Mr. HEWERT said he could see not the slightest necessity for incurring expense in this direction at present. The Hon. Director of Public Works agreed that there was no pressing necessity for dredging the harbour, but "as time goes on and the draught of steamers increases," he presumed it would become a necessity. We could fall in with this view, if the harbour of Hongkong were controlled as are all other harbours in the East. Here, however, we have a system of private buoys, and the best positions are usually occupied by comparatively small steamers. The largest steamers which enter the port, carrying heavy cargoes and large numbers of passengers, are compelled to moor very far out, on the western limit of the harbour; and when we wrote on the subject it was with a knowledge that the Toyo

Kaisen Kaisha had been obliged to remove its buoy from its original place to another, which is nearly as unsatisfactory, because if the Company's steamers come into port drawing, as they do at times, 29ft. of water, they are unable to approach it. The latest chart of the harbour was made in 1902, and is now unreliable, so far, at least, as concerns that section of the harbour to which we have particularly referred. It is not with any desire to ventilate the grievances of any particular Company that we have dealt with this matter. As every one knows, the Canadian Pacific Railway Co. have two very large steamers building for the Pacific run, and the Nippon Yusen Kaisha also are building two or three of dimensions approaching the largest steamers now coming into the port. The point for consideration is that if, as we have heard alleged, these steamers will not have sufficient room to swing at the present moorings owned by these Companies when two of these great ships are in port together, the owners will either need to purchase, if possible, other buoys in the vicinity, or moor further out towards Stonecutters Island, where, as we have said, recent soundings have shown the charts to be unreliable. We may add that the view that such large ships cannot make use of the fixed buoys, has been endorsed by the Chamber of Commerce. In a letter sent by the Chamber to the Government in September, 1907, occurs this sentence: "It must be remembered that there are a certain number of vessels, chiefly engaged in the Pacific trade, which owing to their great length and weight, cannot make use of any of the fixed buoys and have consequently to moor in the Western and North-Western section of the harbour." To this we would add the reminder that an increasing number of these great ships of deep draught may be expected to visit the port as traffic through the Panama Canal develops, and we would draw attention to the extract from a recent speech by President TAFT which we reproduced yesterday, saying that ships will be passing through the Canal in 1913. If the great ships at present coming into the port are inconvenienced by the silting which has taken place at the western end of the harbour, it seems to us that, in view of the fact that other large steamers, drawing 28 feet of water, are already building for the Eastern trade, it is incumbent on the Government, in the interests of the trade of the port, to give this matter early attention.

Another question which has formed the subject of comment in our columns was mentioned in four speeches in the course of the Budget debate. We refer to the very unsatisfactory accommodation provided for lunatics, both foreign and Chinese. H.E. THE GOVERNOR mentioned that in the Estimates the Lunatic Asylum is retained on its present basis, but the question of providing some better accommodation for its increasing numbers was engaging his attention. The Hon. Mr. HEWERT, speaking on behalf of the Unofficial Members of the Council, welcomed the statement that His Excellency had the question under consideration. He mentioned that the unofficial members had visited the asylum before venturing to pass any criticism on the accommodation. They formed the opinion that as far as concerned the Chinese, who are kept there only for a short time, the accommodation was "the best possible." These lunatics when the place gets full, are sent to Canton, and the unofficial members suggested that batches should be sent to Canton at more frequent intervals, so as to reduce their stay in Hongkong. With regard to the European section, Mr. HEWERT said: "In our opinion it is entirely inadequate for the purpose. It is so constructed that there is practically no means for any of the unfortunate women inmates to have any exercise at all except in a sitting room. The men have a small yard which is shut in by high walls and they see practically nothing. The women have a view of the harbour from the verandah, but none of the inmates have any work to do and there is no means of getting work. We consider that this is a matter that should be changed, as if Europeans be put into that building it is indeed a case of 'all hope abandon ye who enter here.'" Mr. HEWERT suggested two solutions: "One is that the site, which is a valuable one, be disposed of and a building erected higher up the hill, or on the mainland, with more ample grounds where the inmates, if they pleased to do so, might engage in agricultural pursuits. The alternative would be to treat the Europeans as the Chinese are, that is to say, return them to their native land at the expense of the Hongkong Government, and have arrangements made with asylums in Europe, America and elsewhere, where they could be treated in larger establishments

with others of their own nationality." From His Excellency's reply on the debate we learn that the opinion of the Medical Officer in charge of the Government Civil Hospital is that he does not think that the surroundings will very much affect the class of patient who goes there, because they are all imbeciles. That is to confirm the Hon. Mr. HEWERT's remark, that when an imbecile once passes the portals of that asylum he is destined to be always an imbecile: it is not an institution for the cure of mental cases, but for their permanent confinement if they cannot be repatriated. There may be other asylums of the same description in the civilised world, but we are unacquainted with them. The missionary institution to which the Chinese are sent from Hongkong is modelled on lines more in keeping with modern views regarding the treatment of mental cases, and the more frequent transfers to that institution will be satisfactory so long as it can receive them. It will certainly be convenient if the Government can continue to rely on this means of getting rid of its responsibilities in the matter to so large an extent, but we think it will generally be hoped that the Government will consider the question of rebuilding on a more suitable site, rather than spend money on the extension of the present asylum which Dr. BELL suggests for the accommodation of noisy maniacs "likely to upset European patients." We notice no reference to any consideration for the residents in the locality who are constantly complaining of the nuisance. They would especially welcome the removal of the asylum to a more isolated spot. It is, however, out of consideration for the patients themselves that the location of the asylum is condemned, and as there appears to be a demand for sites in that district the time seems very opportune for considering the question of the removal of the asylum.

The first through express train from Mukden to Seoul arrived in the Korean city on the 4th inst. and was greeted by a large crowd.

The Rev. Jas. H. Ballagh, D.D., a member of the Mission of the Reformed-Dutch Church, now resident in Yokohama, celebrated on the 11th inst. the jubilee of his arrival in Japan.

The Bangkok Times understands that the German Emperor has signified his intention of conferring the Order of the Black Eagle on His Majesty the King of Siam at his Coronation.

We regret to learn that Mr. T. Panaten, Consul-General for Japan, has been removed to the Japanese hospital at Wanchai suffering from typhoid fever. Mr. Aoki, the Japanese Commercial Attaché, is also laid aside with sickness.

The Chinese cruiser training ship *Chao Ho* was launched last month from the shipyard of Armstrong, Whitworth & Co. Elswick. The vessel was named by the daughter of the Chinese Minister, who was also present with representatives of the Imperial Chinese Navy.

H.E. the late Viceroy of the Two Kwang Provinces, having sought an asylum in Hongkong, accepted the hospitality of the Hongkong and Shanghai Banking Corporation, who placed one of their Hongkong residences at his disposal. We understand that he is now residing on board the *Tanar*.

The first prize in the sweepstake on the Champions at Shanghai last week amounted to \$32,093, and was won by a French resident of Tsingtau, M. Ch. Marges. He also won the second prize, which brought him \$9,170, and the first prize in the fifth race amounting to \$2,023. He won an additional \$400 for two qualified ponies. His total winnings for the day amounted to \$43,290.

Mr. R. C. Free, manager of the Gaiety Theatre, Yokohama, was arrested by the Kobe Police recently on a charge of having absconded with a sum of money belonging to the Public Hall Company, Ltd., of Yokohama. The arrest was made at the Kobe railway station on information given by the Yokohama Bluff Police, who received a report from the Com. any concerned that Mr. Free had disappeared, carrying with him certain money belonging to the Company.

S.S. "HONAM" DISABLED.

While the Hongkong, Canton and Macao Steamboat Co's steamer *Honam* was proceeding from Canton to Hongkong, and when off Deep Bay, the port main shaft broke at midnight on Tuesday. On receipt of a report at Hongkong the Company's steamer *S. Lan* was dispatched early to render assistance and tow the *Honam* to port, where she arrived at 1.30 p.m. at Kowloon Dock. From Stonecutters Island the tow was assisted by the *David Gillies*. As a new spare shaft is held in readiness the *Honam* will only occupy about ten days.

YESTERDAY'S MAILS FOR CANTON AND MACAO.

We notice that the Post Office announced yesterday that "owing to no steamers being available no mails were forwarded to Canton or to Macao" yesterday morning.

On inquiry we learn that this statement is inaccurate. The s.s. *Kinkon* left for Canton at 8 a.m. The Macao boat *Sui Lu* by which the mails are usually sent had been dispatched to the assistance of the disabled steamer *Honam*, but the *Uing Lee* left as usual for Macao.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE REVOLUTION.

REIGN OF TERROR AT NANKING.

FEARS FOR FOREIGNERS.

SHANGHAI, November 15th.

Nanking, under the dominance of General Chang, is undergoing a veritable reign of terror.

Queueless Chinese are now being beheaded at Hsiakwan.

Revolutionary forces from Chekiang, Shanghai and Soochow are concentrating for an attack.

Eighteen guns have been despatched to Nanking by steamer, and munitions and troops are being hurried forward by rail.

A reward of \$5,000 has been offered for General Chang's head.

Banditti are pillaging the Pukou district, and apprehensions are entertained for the safety of foreigners.

[THROUGH REUTERS' AGENCY.]

AN APPEAL TO THE POWERS BY WU TING FANG.

CONTEMPLATED NATIONAL ASSEMBLY AT SHANGHAI.

A Shanghai telegram states that Dr. Wu Ting Fang, who is described as the "Revolutionary Foreign Secretary," has published an appeal to the Powers to use their influence to secure the abdication of the Dynasty.

He says that the fourteen provinces which have revolted will shortly form a National Assembly at Shanghai.

MANCHURIA DECLARES FOR AUTONOMY.

LONDON, November 15th.

Reuters's correspondent at St. Petersburg cables that Manchuria has declared itself autonomous. The administration is actually in the hands of deliberative committees at Mukden, Kirin and Tsitsihar.

ANOTHER FEEBLE EDICT.

Peking telegrams state that the Throne has issued an Edict commanding Yuan Shi Kai to accept the premiership and ordering the Viceroy and Governors of all Provinces to select three to five representatives to come to Peking to confer with regard to the situation. It also appoints delegates to visit the sixteen disturbed provinces and pacify the people.

GERMAN COMPANIES IN CHINA.

INTERESTING STATEMENT IN THE REICHSTAG.

LONDON, November 15th.

Reuters's correspondent at Berlin wires that a Bill is being re-introduced which was rejected by the Reichstag early in 1911 enabling the formation of German companies with shares of small denominations at Kweichow and the Consular Court districts in China.

Herr von Kiderlen Waechter dwelt upon the disadvantages of compelling Germans in the East to organise their commercial undertakings in conformity with English law under British jurisdiction. He pointed out that there was danger of a company which might develop in the German Settlement at Hankow being organised as English, as the company under German law would have no prospect of success. He also emphasised the necessity for securing the co-operation of Chinese capital, which was only obtainable by means of small shares. One consequence of a previous rejection was that the single German industrial company in China had been converted into an English concern, and are not supported, but he feared that 200 mark shares would be of little use while Englishmen had pound shares.

After an animated debate for and against the Bill it was referred to the Budget Committee.

TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

THEIR MAJESTIES' TOUR.

LONDON, November 15th.

Their Majesties have arrived at Gibraltar. They arrived late yesterday evening owing to stormy weather, and salutes, illuminations and other arrangements were cancelled.

The Atlantic fleet met them.

BRITISH "TILL THE CRACK OF DOOM."

LONDON, November 15th.

Mr. Foster, one of the Canadian Ministers, in a speech in New York said: "I cannot say too emphatically that Canadians intend to remain British till the crack of doom." The word "Autonomy" had been worked to death under the Laurier régime, and he trusted that in the future they would hear less about the rights of autonomy and more about duty to the Empire.

BRITISH MINERS' WAGE GRIEVANCE.

LONDON, November 15th.

A conference of Miners' Delegates representing 600,000 men has been opened in London to decide whether there shall be a strike to secure a minimum wage or whether negotiations shall be continued with the owners.

It is understood that the meeting manifested a divergence of opinion, and that a strike is unlikely.

THAMES IRONWORKS IN DIFFICULTIES.

LONDON, November 15th.

The Chancery Court has appointed a Receiver for the Thames Ironworks and Shipbuilding Company. Counsel mentioned that 3,000 or 4,000 workmen must be paid on Saturday.

LATER.

The Receiver announces that business will proceed as usual.

BANK OF BURMA SUSPENDS PAYMENT.

LONDON, November 15th.

Reuters's correspondent at Rangoon telegraphs that the Bank of Burma has suspended payment.

THE FRENCH GOVERNMENT.

VOIX OF CONFIDENCE.

LONDON, November 15th.

The French Chamber has debated the question of the powder supplied to the Navy.

After a statement by M. Delcasse detailing the steps taken to find a serviceable powder for the Navy and assuring the interests of the Mediterranean (sic), the Chamber passed a vote of confidence in the Government by 402 votes to 98.

GUNPOWDER INVESTIGATIONS IN FRANCE.

LONDON, November 15th.

Reuters's correspondent at Paris telegraphs that the Committee investigating powder has reported strongly against a certain factory where powder for the Army and the Navy has been made for some years, and reprehends severely the laxity of supervision during its manufacture and at delivery.

THE POWERS OF THE REICHSTAG.

LONDON, November 15th.

Berlin telegrams state that in the Reichstag the Minister for the Interior announced that the Government after further consideration was still convinced that the Franco-German Agreement did not require legislative assent. On the other hand, Colonial expansion had assumed such scope that the legislative bodies should co-operate thereunto to a greater extent than hitherto; consequently, the Government were prepared to accept the motion of the Centre that the frontiers of Colonial protectorates should only be altered by Act of Parliament.

THE TURKISH ATTACKS.

LONDON, November 15th.

Reuters's Rome correspondent wires that official telegrams from Tripoli describe the continuance of the Turkish attacks.

H.E. THE GOVERNOR.

VISIT TO INDIA ABANDONED.

H.E. The Governor and Lady Lugard intended leaving to-day for India to be present at the Delhi Durbar. In view, however, of the present state of affairs in China, this intention has been abandoned.

The subjoined letters have been forwarded to us for publication:

Government House,
14th November, 1911.

DEAR SIR PAUL CHATER.—I have very carefully reviewed the question on which I consulted the Executive Council this morning, viz., whether in the present state of affairs it would not be advisable for me to cancel my acceptance of the Viceroy of India's invitation to be present at the Delhi Durbar.

I very greatly appreciate the attitude of the Unofficial Members of Council, who did not wish to influence my decision in any way by an expression of their views, but in spite of the fact that you informed me that in their opinion there was no need to alter my plans, I have come to the conclusion that I shall best serve the interests of the Colony by remaining here at the present juncture of affairs.

The honour done to the Colony by the invitation to be represented at the Durbar is in no way lessened by the fact that a condition of affairs has arisen in China which all the world will readily understand would militate against the absence of the Governor at such a time. The sole question for my decision is:—Which course will best serve the interests of the Colony? and though I remain convinced that General Anderson with the assistance of Mr. Brown and Mr. Clementi would deal with any situation which might arise every whit as well as I could do, I feel that public opinion would rightly consider my absence to be regrettable if while I was away any serious or critical matter should arise.

I have therefore telegraphed to H.E. the Viceroy of India informing him that I shall be unable to attend the Durbar, and I trust that you and your colleagues will consider that I have adopted the best course.

I should be glad if you would be so kind as to inform the Unofficial Members of the contents of this letter.

Yours sincerely,
(Sgd.) F. D. LUGARD.

DEAR SIR FREDERICK LUGARD.—I have laid your letter of yesterday's date before my unofficial colleagues, and they desire me to state that they respectfully concur in the course your Excellency has adopted, which they consider to be the best.

Yours sincerely,
(Sgd.) C. P. CHATER.

His Excellency
Sir Frederick Lugard, G.C.M.G., D.S.O.

AT THE MAGISTRACY.

There was a change of Magistrates at the Police Court yesterday. Mr. E. A. Irving relieving Mr. Hazeland as first magistrate, and Mr. C. D. Melbourne succeeding Mr. Wood as second magistrate. Mr. Hazeland goes on leave, and Mr. Wood takes over the duties of the Director of Education.

During the last three months the burners of a number of street lamps have been stolen, and the police have been unsuccessful in apprehending the thieves. On Tuesday, however, a Chinese was caught in the act of stealing a burner from a lamp in Queen's Road East. He was charged before Mr. Irving yesterday, convicted, and sentenced to two months' imprisonment with hard labour.

A Chinese was charged before Mr. Melbourne with kidnapping a child from Hunghom on June 30th. He is alleged to have lived with the man and woman who had custody of the child, and to have frequently taken it out to drink tea. In answer to the charge he claimed to be the father of the infant, and the case was adjourned to enable the police to make further inquiries.

A native appeared before Mr. Irving on two counts of forgery. The evidence showed that he went to 24, Graham Street, with a forged note purporting to come from the Tak Cheung coal shop of Wanchai, and ordered 20 sacks of coal valued at \$4. A foki followed the defendant as far as Gough Street, and finding him bargaining with a hawk for the coal, had him arrested. As the defendant arrived at the Central Police Station complaint was being laid by the master of a shop at 31, Cochrane Street, of a similar fraud which was practised upon him, and defendant was identified as the man who obtained the coal. His Worship passed sentence of two months' imprisonment and four hours' stocks.

A daring case of highway robbery occurred on Saturday in connection with which a Chinese was charged before Mr. Melbourne yesterday. It appears that on the night in question a girl aged 15, who lives with her parents in Hollywood Road, was sent by her mother to change \$2.70 in silver into cents. Producing the copper money at a money-changer's in Queen's Road Central, she tied it up in a handkerchief and left for home. When near Lyndhurst Terrace it is alleged that the man charged walked up behind her, struck her on the head, and throwing her to the ground relieved her of the money and ran away. The affair was witnessed by a number of people in the vicinity who immediately raised a hue and cry, and a chase resulted. After several streets had been traversed the man was arrested by a district watchman in Graham Street, and taken to the Central Police Station. The case was adjourned.

SUPREME COURT.

Wednesday, November 15th.

IN SUMMARY JURISDICTION.

BEFORE THE ACTING CHIEF JUSTICE.
(MR. H. H. J. GOMPERTZ).

BANK PARTNER'S LIABILITY.

The Tai On Chau firm, banking-house keepers, brought action against Lai Pak Ping, defendant being sued as former managing partner of the Yu On Bank for \$801, money deposited in the bank. Mr. C. Willson appeared for the plaintiff, and Mr. Leo d'Almada appeared for the defendant.

Mr. Willson stated that Mr. d'Almada consented to judgment.

Mr. d'Almada said that the defendant was in an unfortunate position, as he was the only partner of the bank at present in the Colony. Since he left the bank he had been employed as an accountant in a Chinese firm and was only earning \$18 a month. He asked for instalments at the rate of \$10 a month. The bank closed about two years ago and had vanished.

Mr. Willson added that the defendant had vanished also.

Mr. d'Almada replied that the defendant had been in the Colony all the time.

Mr. Willson asked that Mr. d'Almada be reasonable in the matter of instalments.

His Lordship—How much does he get a month?

Mr. d'Almada—\$18. If he has to pay the full amount he will have to seek the assistance of the Official Receiver.

His Lordship—Or go to Canton and join the rebels.

Judgment was given for plaintiffs, with a stay of execution.

R.H.K. YACHT CLUB.

The first Club Races in each class were sailed on Saturday afternoon, the 11th inst., under favourable weather conditions. Six boats started in the handicap class at 2.30 p.m., viz.:

	min.	sec.
Iris	2	0
Scotch	4	40
Dione	4	40
Rolla	4	40
Colleen	4	40
Kathleen	4	40
Dorothea	5	20

The course was from Lyemum Beacon (port), Cu T Rocks Buoy (port), Channel Rocks (port), and back to Club House.

All the boats made a good start, and the two old championship heroes soon strung out a lead and reached the Lyemum Beacon together, Kathleen, Rolla, and Colleen rounding within a few seconds of each other in the order named, Dorothea bringing up the rear. The four last-mentioned boats lost ground on the leaders by standing too far towards the Kowloon shore. The Iris and Dione kept neck and neck on the run towards East Rocks Buoy until abreast of the Dock Point, when Iris drew slightly ahead of Dione. In rounding the Buoy Dione tried to cut inside Iris, and this caused a collision and gave the former a slight advantage which she maintained on the bestd to the Channel Rocks and thence home. The other boats rounded the Buoy in the same order as at the Beacon, only a few seconds separating Kathleen, Rolla, and Colleen. On the beat up Colleen passed Rolla off the Dock point and, by standing over some distance towards the Hongkong shore, she gained on the others and rounded the Channel Rocks ahead of Kathleen and maintained her position to the finish. Between the Dock and Channel Rocks Dorothea passed Rolla. The finishing times were:—

Dione, actual 4 hrs. 17 min., corrected 4 hrs. 17 min.; Iris, actual 4 hrs. 18 min. 20 sec., corrected 4 hrs. 18 min. 20 sec.; Colleen, actual 4 hrs. 23 min., corrected 4 hrs. 18 min. 20 sec.; Kathleen, actual 4 hrs. 23 min. 39 sec., corrected 4 hrs. 18 min. 59 sec.; Dorothea, actual 4 hrs. 26 min. 25 sec., corrected 4 hrs. 21 min. 05 sec.; Rolla, actual 4 hrs. 26 min. 46 sec., corrected 4 hrs. 24 min. 45 sec.

A protest was lodged against Dione by Iris for alleged foul sailing when rounding the East Rocks Buoy, which was considered by the yachting committee and upheld. Dione was therefore disqualified. Iris and Colleen tied on time, and the marks gained are as follows:—

Iris	6
Colleen	6
Kathleen	4
Dorothea	3
Rolla	2

ONE-DESIGN CLASS.

Since last season two of these boats have changed hands, viz. Halsey and Alannah II. One of the two partners in Bonito II, has also disposed of his share. The following were the starters:—

Alia	Bonito II.
Alannah II.	Halsey
Daphne	

The start was made at 2.40 p.m., and the course was mark Quarry Bay (port), East Rocks, Buoy (star.), Channel Rocks (port).

There was some good racing in this class. Alia, however, proved too smart for the others and took first place.

The finishing times were as follows:—

	Hrs.	Min.	Sec.	Mark.
Alia	4	12	50	6
Bonito II.	4	14	40	—
Alannah II.	4	15	30	3
Halsey	4	18	30	2

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

HAMBURG, Oct. 14th.
COTTON-GROWING.

The International Cotton Growing Association held their annual meeting at Berlin on the 9th, 10th and 11th inst. They were received by the Colonial Secretary, Herr von Lindquist, who expressed his entire sympathy with their aims and promised them his support.

At the sitting of the Committee on the following day the draft of a uniform bill of lading for the shipment of cotton from all producing countries was discussed and adopted. Amongst other things, it provides for the introduction of a scientific method of ascertaining the

extent of excessive moisture in cotton yarns and the raw article, instead of the present unreliable test of inserting the hand into the bales and estimating the amount of damp by the touch; the abolition of the one per cent. latitude now allowed between shipping and landing weight; the reduction in the margin of quantity ("more or less") from 5 per cent. as at present to 1 per cent., and the admission of spinners as arbitrators by the Liverpool Cotton Association. These innovations will no doubt meet with strong opposition on the part of importers and merchants, particularly the clauses with reference to weight, which it would seem almost impossible for shippers to comply with in practice, and that prescribing a scientific test for ascertaining excessive moisture, as whatever system be adopted, it would be unable to cope with the enormous quantities of cotton arriving and changing hands daily without causing great delay which would not detrimentally on trade. Besides, it would be necessary to fix standards of the normal amount of moisture in the different growths and descriptions of cotton. It is proposed to leave the whole of this matter to a joint committee of members of the Association and of the Liverpool Cotton Exchange.

Reports from various cotton-growing countries were read and satisfaction expressed at the progress being made everywhere; it was resolved that a delegation should visit Egypt during the winter to study the cultivation and handling of the article there, as had been done in the case of the United States, and that the secretary should be instructed to proceed to India for the same purpose. It was further decided to publish an illustrated dictionary of the technical terms used in the trade, in six different languages.

In the evening a reception was held by the Secretary of State, Herr Dalbrück, who addressed the meeting in cordial and most complimentary terms, and in conclusion stated that a telegram had been received from the Emperor expressing regret at not being able to receive the committee himself owing to his absence from the capital, and concurring in the order of the Red Eagle on Sir Charles Macara, the president, in recognition of his services to the cotton industries. Sir Charles replied in a few suitable words thanking the government for the hospitality extended to them.

THE MARKETS.

Cotton continues to decline in spite of the brilliant state of trade in Lancashire, where every spindle is reported to be running, owing to the pressure to sell from the southern States of the Union. Spinners in this country and nearly all over the Continent are still complaining badly of want of orders and adequate spinning margins, but it is hoped that with the low range of prices of the raw material now prevailing matters may soon mend.

Sugar appears to have come to a standstill, but coffee continues to advance; it is just a question whether speculators may not sooner or later, seeing the high prices ruling for both these articles, turn their attention to cotton at the present comparatively low rates.

The iron industries seem to be doing well at present, which is a healthy sign of the condition of trade generally. At the general meeting of the shareholders of the Hasep Iron and Steel Works in Westphalia in the beginning of the month, the Chairman expressed himself most hopefully as to the prospects of the German iron trade. He admitted that it was difficult to speak with any degree of certainty at present, as much depended upon an early settlement of the political troubles in the Mediterranean and elsewhere, and upon the results of the negotiations for a renewal of the steel works combine.

The latter presented considerable difficulties, but it seemed to be the general desire that the present agreement should be prolonged for another three or five months, and in the meantime the improvement in business and the increase in the number of orders coming in would no doubt help to arrive at a final understanding later on. It might be safely asserted that the large works producing articles not subject to the restrictions imposed by the terms of the combine were fully engaged, and would probably remain so for some time to come; a falling off during the winter was, therefore, not to be apprehended.

This was due to the steady flow of orders from the great contractors in this country and to the brisk demand from abroad, which neither the Moroccan difficulties nor the outbreak of hostilities between Italy and Turkey had so far affected. On the contrary, a further

ITALIAN IMMIGRATION.

The immigration of Italians has fallen off considerably of late in Argentina, and seems to have stopped entirely now owing to the preparations made for the war in Tripoli.

Fears are, therefore, entertained on the River Plate that scarcity of labour will prevent the securing of the whole of the cereal crops, and that, worse still, it may be impossible to put the same area under cultivation of wheat and Indian corn next season.

More attention will in that case have to be paid to the breeding of cattle, which would cause a decline in the price of meat and a rise in those of cereals, a most serious matter for a country which exports the latter in such quantities as Argentina.

CORRESPONDENCE.

THE DOGS' HOME.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—In view of some anonymous statements which have appeared recently I shall be obliged if you will print the following.

A year or two ago a gentleman called on me to consult about what could be done to save healthy stray dogs from being destroyed. We agreed to open a Dogs' Home if practicable. I.E. the Governor regarded the project favourably and at once promulgated an Ordinance to make our position legal. The Government also readily granted us a large piece of land at a nominal rental, on the understanding that whenever the Home made a profit an adequate rental would be paid. I became personally responsible in every respect. The establishment charges amounted to \$472. Towards this Mr. F. K. Tate and Mr. M. J. Patel helped substantially, and afterwards Dr. Hartley kindly gave a donation. Mr. A. Abdul Rahim drew our plans and supervised erection without any charge. With the consent of the Government Insp. McEwen expressed himself as willing to superintend the reception and treatment of the dogs and also to conduct sales. As with the subscribers, so also he was willing to give his services gratuitously, on the understanding that if the Home made a profit he would receive a substantial present when he went on furlough in 1912. The number of dogs passing through the Home has been large, but, contrary to our hopes and confident expectations based on Insp. McEwen's experience, the books have never shown one cent of profit. The Home was opened in April, 1909, and in the twenty months has rendered good service. Since the opening of the Home the Sanitary Department has made a new departure, and now the government requires our site for bullock stables. They have kindly offered to provide a site elsewhere, and one is being sought for east or west of the City of Victoria. The requisition, however, involves the demolition of the brick-built kennels. So that of the \$472 worth of belongings probably only about \$50 worth could be removed with advantage for reconstruction elsewhere. Personally I cannot afford to put any more money into this effort.

The Government, in various Departments, has been most kind and willing to help in any way practicable; but we can scarcely expect that our kennels should be rebuilt for us by the Public Works Department. To reorganize and have sufficient to engage needed help at least \$600 would be required.

The Home has been carried on in the interests of the Public for the benefit of man's companion. Profits would have been given to set going the Society for the Prevention of Cruelty to Animals. This statement is made that the public may know all the facts of the case. Any suggestions will be welcomed by the undersigned lover of dogs. There is no difficulty of any kind in the way of carrying on the Home in the near or distant future, so far as I know, except the provision of the re-establishment charges.—I am, yours sincerely,

CHARLES H. HICKLING.

The Mause, 3, Kennedy Road.
Nov. 16th, 1911.

THE WEDDING OF MISS JORDAN AT PEKING.

The wedding of Maj. Travis Clarke of the Inniskilling Fusiliers and Miss Edith, daughter of Sir John and Lady Jordan, which took place at the British Legation Chapel on the 1st inst., is thus reported by the Peking Daily News:—The ceremony was performed by the Rt. Rev. Bishop Scott, who was assisted by the Rev. Mr. Norris, and the bride was given away by her father.

The bride looked very charming in her white dress of satin, trimmed with pearls. Throughout the ceremony and the whole afternoon during the reception the bride seemed to be extraordinarily calm, which showed off her graceful and dignified appearance to great prominence. The "best man" was Captain Hart of the British Legation Guards, and the group of bridesmaids added a beautiful effect to the scene before the altar.

The afternoon was perfect with bright sunshine, and there were so many guests that the Chapel could hardly hold them; many were those who had to be content with being present at the reception. The British community in Peking turned up in great force, while the different legations were well represented. Prince See, Minister of Colonial Affairs, and

THE REVOLUTION.

REBELS PLAN A LOAN OF \$20,000,000.

To provide funds for further military operations in the establishment and extension of the new "Chinese Republic" the revolutionary leaders, the China Press states, have drafted a bond issue regulation by which it is hoped to raise \$20,000,000 on the basis of 75-100 of a gramme of gold to the dollar. Each bond is to represent \$10,000 and is to bear five per cent. interest to be paid in the sixth month every year. The redemption is to be made in four different years from the sixth year of issue, 1917.

The security is the confiscated property at Wu-chang, Hanyang and Hankow, including the Hanyang Iron Works and other factories and mills as well as the land near Hoho in Hankow, estimated value of which total about \$25,000,000.

Arrangements, it is stated, have been made for the payment of all Customs revenue into the Hongkong and Shanghai Bank instead of into the Chinese Government Bank. The money will be paid into a special fund in the name of the Inspector-General, as was done at Hankow.

THE REVOLUTION IN FOCHOW.

(EXTRACT FROM A PRIVATE DIARY BY KIND PERMISSION.)

Sunday, Nov. 5th, 1911.

I think that it may be well to keep a record of events during these rather exciting times, as a revolution in China does not take place every day, and no newspaper account will give the details. So far Fochow is in the hands of the Manchus, but already Hanyang, Wuchang, Changsha, Kinkiang and Shanghai have fallen, and probably the fate of Fochow will be decided in a few days. All last week the Chinese have been leaving the city and it is calculated two-thirds of the people have left. All English missionaries were ordered out by the Consul last Tuesday and are now on this island of Nantai, where our principal schools are. The Christian women who could not go home are housed in the women's schools here, and small houses in the village are fetching an enormous rent. The Manchus have fortified their quarter of the city and are awaiting events. The Tartar-General has threatened, in case the Manchus are hard pressed, to blow up all the powder magazines, and it is this which has caused the scare. The roads leading from the city are full of people and loads, all fleeing away, and the general belief is that the fighting will begin this week. The Revolutionary party, thieves and "Pie planters" (the latter are our magazines, and dare not attack. Such is our position on this beautiful sunny Sunday. Our boys are quietly going on with work; of course they all want the Chinese to win, and if Tientsin or Peking are taken I fancy the Manchus here will give in without resistance, and so much bloodshed will be avoided. We are not, I think, in danger on the island, unless the mob gets out of hand, and of course I am in confusion, if there is fighting, thieves and "Pie planters" (the latter are our magazines, and dare not attack. Such is our position on this beautiful sunny Sunday. 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THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.).

VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

For VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).	For MANILA.
STRATHLYON 21st Nov.	RYGJA ... 2nd Dec.
ORTERIC ... 5th Dec.	SUVERIC ... 14th Dec.
RYGJA ... 20th Dec.	RYGJA ... 1912
SUVERIC ... 9th Jan.	KUMERIC ... 3rd Jan.

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offered.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.

For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED.
Telephone No. 780, King's Building, Praya Central.

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed Sailings.
S.S. "DUNERIC" ... 3,000 tons ... to be despatched End January, 1912.
S.S. "KATANGA" ... 5,600 tons ... to follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

Proposed Sailings.
From HONGKONG: 25th November.
From COLOMBO: 10th December.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

Proposed Sailings.
Next Departure.
For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.
Hongkong, 31st October, 1911. [1075-17]

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via
HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

STEAMERS	Tons	Sailing Dates
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	
MONGOLIA	27,000	
KOREA	18,000	
SIBERIA	18,000	

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of
Passengers, and are Equipped with Wireless Telegraphy.

THE P.M.S.S. "MANCHURIA" will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU,
on SATURDAY, 25th November, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX
MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS
ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application
To European Points: Officials of any European Naval, Military, Diplomatic, Consular
and/or Civil Services located in Asia, to European Officials in the Services of the Governments
of China and Japan. To United States Points: Commissioners of the United States
Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of
U.S. Diplomatic Service, U.S. Consuls General, Consuls and Vice-Consuls located in Asia.
To United States and Canadian Points: Members of the Naval, Military, Diplomatic and
Consular Officials of the Governments of China and Japan. Between China, Japan and
Manila to Officials of U.S. Diplomatic Service, U.S. Consuls General, Consuls and Vice-Consuls
located in Asia, also Commissioners of U.S. Army, Navy and U.S. P.H. and M.H.
Services. These Special Rates apply when travelling at their own expense and to their families.
To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.
PERSIA 9,000 Tons FRIDAY, 5th Jan., at 1 P.M.
THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGA-
SAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th Nov., at 1 P.M.
On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.
FARES, HONGKONG TO LONDON via Canadian Atlantic Ports £43.
via New York " " £45.
HONGKONG TO SAN FRANCISCO " " £25.
Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Companies
King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

TANJONG PAGAR REPORT.

MORE PROSPEROUS RECORD FOR
FIRST HALF OF 1911.

The Report of the Tanjong Pagar Dock Board for the half-year ended June 30 last, just issued, remarks the *Straits Times*, is a most cheering publication than the report for the previous six months. The latter report recorded a distinct decrease both in work and in profit, but during the first half of the present year an increased revenue, a bigger credit balance and a greater turnover in the dockyards and workshops are noted.

The credit balance of general revenue account for the half-year under review is \$756,880, which together with the sum of \$47,564.83 brought forward from the previous half-year's accounts and \$15,839.51 transferred to debit of Loans Fund in respect of the chairman's salary, give a balance at credit of \$820,284.34. Of that balance, interest paid or due to Government on cash received from Loan Funds under Ordinance No. IV. of 1907, absorbs \$712,632.02, and the balance remaining, \$107,652.32, is carried forward.

The following table shows a comparison of gross revenue with previous half-years since the formation of the board, work done on the board's own account in the docks and workshops not being included, viz.:

Year.	Wharf.	Docks.	Total.
1905 2nd half-year	1,364,971	969,760	2,334,731
1906 1st "	1,491,341	1,016,067	2,507,408
2nd "	1,433,823	854,626	2,308,449
1907 1st "	1,471,028	1,000,594	2,471,622
2nd "	1,471,028	1,000,594	2,471,622
1908 1st "	1,516,291	986,281	2,502,572
2nd "	1,258,291	961,646	2,219,937
1909 1st "	1,364,639	1,070,734	2,435,373
2nd "	1,366,511	983,406	2,349,917
1910 1st "	1,490,551	1,046,886	2,537,437
2nd "	1,471,533	795,021	2,266,554
1911 1st "	1,461,578	938,760	2,400,338

The balances for the same periods have been as follows:

Year.	Wharf.	Docks.	Total.
1905 2nd half-year	\$663,319
1906 1st "	708,713
2nd "	817,642
1907 1st "	803,944
2nd "	857,158
1908 1st "	804,772
2nd "	745,324
1909 1st "	826,843
2nd "	754,492
1910 1st "	894,365
2nd "	673,626
1911 1st "	756,880

EARNED AND EXPENDED.
The board have to report an increase in net revenue, as compared with the preceding half-year, of \$83,273.62, this being, however, a decrease of \$19,948.49 as compared with the average of the preceding eleven half-years. The increase in net earnings is partially due to an increased turnover of the dockyard and workshops. The net earnings of the wharf department are \$25,774.79, less than the preceding half-year, and are \$15,995 below the average of the preceding eleven half-years.

The expenditure on repairs and renewals is \$112,139.25, being an increase of \$23,536.48 on the preceding half-year, but a decrease of \$13,327 on the average expenditure under this head for the past eleven half-years. The increase is \$20,877 on account of heavy repairs to house property, \$10,682 on account of repairs to lighters, \$8,066 on account of roads and approaches, and \$6,961 on account of godowns. Of the total interest paid to Government of \$712,632.02 for the half-year under review \$606,679.09 is in respect of interest on the initial capital cost of the undertaking and on debentures redeemed, the balance, \$105,952.93, is in respect of interest on progress cost of new works. The Renewals Equalization account has been credited with interest for the half-year \$9,246.17, and now stands at \$420,554.92. The Fire Insurance Reserve Fund has been increased by the addition of interest for the half-year to \$155,060.

Reserve Fund \$1 (2), at the commencement of the period, stood at \$159,920.26, to which has been credited interest \$3,297.63, net cost of wagon sold to Government Wharves, Penang, \$308.30, and proceeds of the sale of launches Nos. 2 and 5, \$4,500, making a total of \$168,036.29; the cost of new works \$30,833.99, not payable from Loan Funds, having been debited to the Fund, the balance at credit on June 30, 1911, is \$137,252.30.

STATISTICS.
In the statistical division of the report is the following table showing the number of vessels using the wharves and the total net registered tonnage of same, viz.:

Year.	Vessels.	Tonnage.
1905 2nd half-year	1,138	2,238,774
1906 1st "	1,244	2,327,378
2nd "	1,226	2,375,626
1907 1st "	1,235	2,331,229
2nd "	1,270	2,415,921
1908 1st "	1,227	2,447,845
2nd "	1,137	2,142,629
1909 1st "	1,190	2,218,442
2nd "	1,176	2,214,665
1910 1st "	1,218	2,321,535
2nd "	1,175	2,283,500
1911 1st "	1,229	2,414,660

Then follows a compilation of figures setting out the total tonnage of cargo dealt with as under:

Year.	Inward.	Outward.	Grand Total.
1905 2nd half-year	611,382	501,324	1,112,706
1906 1st "	674,755	544,323	1,219,078
2nd "	666,627	530,402	1,197,029
1907 1st "	663,947	555,023	1,218,970
2nd "	632,676	520,321	1,152,997
1908 1st "	673,866	558,865	1,232,731
2nd "	496,817	574,414	1,071,231
1909 1st "	577,735	498,696	1,076,431
2nd "	532,976	475,320	1,008,296
1910 1st "	673,842	524,427	1,198,269
2nd "	665,816	499,977	1,165,793
1911 1st "	669,028	498,991	1,168,019

THE DRY DOCKS.
During the half-year 136 vessels (exclusive of the board's own craft) were docked for repairs and painting, giving a total tonnage based on the tonnage in dock daily of 797,717, as compared with 656,122 for the previous half-year. The actual gross tonnage of vessels docked was:

Year.	Tonnage.
Half-year to December, 1910	183,031
Half-year to June, 1911	199,274

The four dry docks were occupied for a total of 553 days, as compared with 442 in the previous half-year.

NEW WORKS.
Four new houses to provide quarters for the board's officers at Keppel Harbour were completed. Heavy repairs were carried out to the board's house-property, and extensive improvements to the drainage of the Nelson Road dock lines were completed. A new salt water service for fire and sanitary purposes is under construction for the Tanjong Pagar section.



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-regular route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver.

WITHOUT CHANGE.
Through Standard Sleepers,
Through Tourist Sleepers,
Dining Cars—Observation Cars,
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenery—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.

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C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	17th Nov.	Saturday, 9th Dec.
ALDENHAM	1st Dec.	Saturday, 23rd Dec.
EMPIRE	15th Dec.	Sat'day, 6th Jan. 1912.
ST. ALBANS	12th Jan. 1912	Saturday, 3rd Feb.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,

AGENTS.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Albatross, despatch boat, 700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Lowndes, Hongkong.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, en route to Singapore.

Atlas, admiral's tug, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, Kiuking.

Britannia, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. J. M. Barker, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Lt. Comdr. H. Lynes, Hankow.

Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Vesle, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, cruising.

Florida, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain C. F. Corbett, M.V.O., Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Hongkong.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut. Comdr. E. B. England, cruising.

Kent, armoured cruiser, 9,800 tons, 14 guns, h.p. 22,000, Capt. B. St. J. Farghar, Hongkong.

Kinsh, river gunboat, 616 tons, i.h.p. 1,200, Lieut. Comdr. H. Murray, Hankow.

Merla, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Comdr. B. O. M. Darg, Labuan.

Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Winslow, K.C.B., O.V.O., O.M.C., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Woomers.

Moore, river gunboat, 180 tons, 2 guns, i.h.p. 600, Lieut. Comdr. G. P. Leith, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.O., Nanking.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Malcolm Murray R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lamb, Nanking.

Roba, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. S. T. West, West River.

Rosario, depot ship, R. Submarine, 850 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Amoy.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leello, Shanghai.

Taka, torpedo boat destroyer, 305 tons, i.h.p. 5,000, Gunner E. J. Tytle, E.N., Canton.

Tamar, resupplying ship, 4,650 tons, 6 guns, 6,000 h.p., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 600 i.h.p., Lieut. Comdr. Ron. Guy Stoford, Chungking.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Hankow.

Virage, torpedo-boat destroyer, 395 tons, 6 guns, 5,300 i.h.p., Lieut. Comdr. Harold D. Adair, Hall, cruising.

Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. R. L. Hancock, Singapore.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, cruising.

Widgeon, gunboat 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Kiating.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. M. B. R. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Hankow.

Submarines: No. 35, Godfrey Herbert, Lieut. Comdr. No. 37, A. A. L. Fenner, Lieut. Comdr. No. 38, J. B. A. Coddington, Lt. Comdr.

WEATHER REPORT.

On the 15th at 12.10 p.m.—The barometer has fallen considerably on the N.E. coast of China, the depression lying over the Yangtze Valley yesterday having moved into the Yellow Sea.

The anti-cyclonic area still covers Manchuria and the N. part of the Sea of Japan, and apparently no more rain is to be expected over the China Sea.

Moderate or light monsoon may be expected over the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.29 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong & Neighbourhood	
Formosa Channel	(N.E. winds, probably freshening.)
South coast of China between Hongkong and Lamocka	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.
S.E. and E. winds, moderate; showery.	

PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS,
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 10th November, 1911.

C. G. BODEN & SOHNE, GROSSROHRSDORF, i/Sa.

BRACES AND BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 10th November, 1911.

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gout americain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 10th November, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 23, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The Empress of Japan, with the Canadian Mail, left Shanghai on Monday, the 13th inst., at 4.30 p.m., and may be expected here to-day.

The Root, with the German Mail, left Singapore on Saturday, the 11th inst., at midnight, and may be expected here to-day, at 4 p.m.

The American Mail of the 17th ult., ex s.s. Manchuria, arrived by the s.s. York, and was duly delivered on Tuesday, the 14th inst. No gun will be fired on the arrival of the s.s. Manchuria.

The Kwangtung, with the Siberian Mail, is due to arrive here on Saturday, the 18th inst.

Until further Notice Parcels for the undermentioned places in China will not be accepted for transmission through the post:—Hupei, Szechuen, Kweichow and Hunan.

FOR	PER	DATE
Haiphong ...	Carl Diederichsen	Thursday, 16th, 8.00 A.M.
Swatow, Amoy, Takao and Anping	Sanku Maru	Thursday, 16th, 9.00 A.M.
Singapore ...	Himalaya	Thursday, 16th, 11.00 A.M.
Hohow and Singapore ...	Pongtong	Thursday, 16th, 11.00 A.M.
Singapore ...	Erril	Thursday, 16th, 11.00 A.M.
Macao ...	Sui Tai	Thursday, 16th, 1.15 P.M.
Welhaiwei, Chefoo and Tientsin	Chenau	Thursday, 16th, 3.00 P.M.
Shanghai ...	Kanau	Thursday, 16th, 5.00 P.M.
Shanghai ...	Choyang	Friday, 17th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU AND SAN FRANCISCO
(Late Letters 11.00 A.M. to Noon,
Extra Postage 10 cents)
SIBERIAN MAIL TO EUROPE

Haiphong ...
Macao ...
Saigon ...
Kuala and Sandakan ...
Batavia, Cheribon, Samarang, Sourabaya
and Macassar ...
Amoy and Foochow ...
Manila, Cebu and Iloilo ...
Macao ...
Moj ...
Swatow ...

Shanghai ...
SIBERIAN MAIL TO EUROPE ...
Hohow and Haiphong ...
Swatow, Amoy and Tamsui ...
Singapore, Penang and Calcutta ...
Manila, Cebu and Iloilo ...
Swatow, Amoy and Foochow ...
Batavia, Cheribon, Samarang, and Sourabaya ...

EUROPE, &c., INDIA VIA TUTTICORIN,
(Late Letters 11.00 A.M. to Noon, Extra
Postage 10 cents).
Letters posted in all the Pillar Boxes in
time for the first Clearance will be
included in this contract mail.

Manila, Iloilo and Cebu ...
Singapore, Penang and Colombo ...
Swatow ...
Nagasaki, Kobe and Yokohama ...
Shanghai ...
Swatow, Amoy and Foochow ...
Sandakan ...

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU AND SAN FRANCISCO
(SIBERIAN MAIL TO EUROPE)

FOR	PER	DATE
Haiphong ...	Carl Diederichsen	Thursday, 16th, 8.00 A.M.
Swatow, Amoy, Takao and Anping	Sanku Maru	Thursday, 16th, 9.00 A.M.
Singapore ...	Himalaya	Thursday, 16th, 11.00 A.M.
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Singapore ...	Erril	Thursday, 16th, 11.00 A.M.
Macao ...	Sui Tai	Thursday, 16th, 1.15 P.M.
Welhaiwei, Chefoo and Tientsin	Chenau	Thursday, 16th, 3.00 P.M.
Shanghai ...	Kanau	Thursday, 16th, 5.00 P.M.
Shanghai ...	Choyang	Friday, 17th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (Late Letters 11.00 A.M. to Noon, Extra Postage 10 cents) SIBERIAN MAIL TO EUROPE	China	Friday, 17th, 10.00 A.M.
Haiphong ...	Hongkong	Friday, 17th, 1.00 P.M.
Macao ...	Sui Tai	Friday, 17th, 1.15 P.M.
Saigon ...	Laertes	Friday, 17th, 5.00 P.M.
Kuala and Sandakan ...	Borneo	Saturday, 18th, 9.00 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar ...	Tyikini	Saturday, 18th, 11.00 A.M.
Amoy and Foochow ...	Hayang	Saturday, 18th, 1.00 P.M.
Manila, Cebu and Iloilo ...	Loongkang	Saturday, 18th, 1.00 P.M.
Macao ...	Sui Tai	Saturday, 18th, 1.15 P.M.
Moj ...	No. 2 Tamsui Maru	Saturday, 18th, 3.00 P.M.
Swatow ...	Haimun	Saturday, 18th, 4.00 P.M.
Shanghai ...	Linan	Saturday, 18th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE ...	Singapore	Sunday, 19th, 9.00 A.M.
Hohow and Haiphong ...	Dalgi Maru	Sunday, 19th, 9.00 A.M.
Swatow, Amoy and Tamsui ...	Lisang	Monday, 20th, 2.00 P.M.
Singapore, Penang and Calcutta ...	Rubi	Monday, 20th, 3.00 P.M.
Manila, Cebu and Iloilo ...	Haitan	Tuesday, 21st, 10.00 A.M.
Swatow, Amoy and Foochow ...	Tyikini	Tuesday, 21st, 10.00 A.M.
Batavia, Cheribon, Samarang, and Sourabaya ...		
EUROPE, &c., INDIA VIA TUTTICORIN, (Late Letters 11.00 A.M. to Noon, Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail.	Dumbea	Sunday, 19th, 9.00 A.M.
Manila, Iloilo and Cebu ...	Taming	Tuesday, 21st, 3.00 P.M.
Singapore, Penang and Colombo ...	Abuta Maru	Tuesday, 21st, 5.00 P.M.
Swatow ...	Haimun	Wednesday, 22nd, 10.00 A.M.
Nagasaki, Kobe and Yokohama ...	Nikko Maru	Wednesday, 22nd, 11.00 A.M.
Shanghai ...	Kweilin	Thursday, 23rd, 3.00 P.M.
Swatow, Amoy and Foochow ...	Haitan	Friday, 24th, 10.00 A.M.
Sandakan ...	Musang	Friday, 24th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)	Manchuria	Saturday, 25th, 10.00 A.M.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

November 15th.	
ON LONDON.—	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days' sight	1/10 1/2
Bank Bills, at 4 months' sight	1/10 1/2
Credits, at 4 months' sight	1/10 1/2
Documentary Bills 4 months' sight	1/10 1/2
ON PARIS.—	
Bank Bills, on demand	235
Credits, at 4 months' sight	239 1/2
ON GERMANY.—	
On demand	191
ON NEW YORK.—	
Bank Bills, on demand	45 1/2
Credits, at 60 days' sight	46 1/2
ON BOMBAY.—	
Telegraphic Transfer	139
Bank, on demand	139 1/2
ON CALCUTTA.—	
Telegraphic Transfer	139
Bank, on demand	139 1/2
ON SHANGHAI.—	
Bank, at sight	75 1/2
Private, 30 days' sight	76
ON YOKOHAMA.—	
On demand	90 1/2
ON MANILA.—	
On demand	91
ON SINGAPORE.—	
On demand	79 1/2
ON BATAVIA.—	
On demand	111 1/2
ON HAIPHONG.—	
On demand	32 1/2 p.m.
ON BANGKOK.—	
On demand	32 1/2 p.m.
SOVEREIGNS, Bank's Buying Rate	\$10.65
GOLD LEAF, 100 fine, per tola	\$56.20
BAR SILVER, per oz.	\$25 1/2
SUBSIDIARY COINS.	
Chinese	20 cents pieces, \$3.59 discount
Chinese	10 " " \$5.80 "
Hongkong	20 " " \$5.14 "
Hongkong	10 " " \$5.36 "

SHARE LIST.—QUOTATIONS. HONGKONG, NOVEMBER 14th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$875, sales
China Bank Corporation, Limited	60,000	\$12	all	\$101, sellers
China Light and Power Company, Limited	50,000	\$5	all	\$1.30
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$83, buyers
CORPORATIONS.—				
Euro Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 95
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$4.85
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 51
Laon-Kung-Mow C. Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 70
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 30
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$48 1/2, sellers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 59
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 51
Green Island Cement Co., Limited	400,000	\$10	all	\$13.85
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20.00
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2, sellers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$119
Manila Metropole Hotel Limited	15,000	P. 10	all	\$10
Hongkong Ice Company, Limited	50,000	\$25	all	\$180, sales
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$200, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$125
China Traders Insurance Co., Limited	24,000	\$50	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355, sellers
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 160
Union Insurance Society, Limited	12,400	\$250	\$100	\$840
Yantai Insurance Association, Limited	12,000	\$100	\$50	\$220, @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$104 1/2
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$71, sales & sel.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$28 1/2, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 97
West Point Building Co., Limited	12,500	\$50	all	\$47 1/2, buyers
Maatschappij tot Mijn. Bech-en	25,000	Gld. 10	all	Tls. 67, sellers
Landbouw exploitatie in Langkat				
Mining.—				
Societe Francaise des Charbons du Tonkin	16,000	Fcs. 250	all	\$700
Reab Australian Gold Mining Co., Ltd.	230,000	\$1	all	\$4, sellers
Peak Tramways Co., Limited	25,000	\$10	\$1 1/2	\$11.30, buyers
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$118, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$30
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$113, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$26 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$55.50, 1/2
Shell Transport & Trading Co., Limited	2,500,000 def.	\$1	all	\$5 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	\$5	\$27, buyers
South China Morning Post, Limited	10,000	\$25	all	\$25
Steam Laundry Company, Limited	20,000	\$5	all	\$4, sales
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	\$1	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$2
S. Watson & Co., Limited	90,000	\$10	all	\$5 1/2
Weismann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$10
Union Waterboat Co., Limited	100 fbers	\$10	all	\$300
RUBBER.—				
Para Rubber in London				4/5 done per lb.
Loans.				
Chinese Imperial 1886	Tls. 167,200	Tls. 250	7 1/2 p. ann. par.	
VERNON & SYMTH, Share-Brokers.				

BEAUTY IS ONLY ONE OF ITS MANY MERITS.

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